solution. They said, "All right, we will complete the work within three years." That was the solution.

Sir, high ranges in Kerala need special consideration. Just like the high ranges of frontier States there is no train in the high ranges of Kerala. Sir, a train for the Angamely - Thodupuzha - Pala -Erumely-Sabarimala must be sanctioned, Sabarimala is a very important pilgrim centre. At least, a token amount must be allocated in the budget for the completion of this work.

Sir, I am concluding with the hope that the hon. Railway Minister while considering the special position of Kerala which is contributing to sports—there are many sportsmen and sportswomen in the Railways from Kerala—would start a sports complex in Kerala.

With the hope that the hon. Railway Minister would consider all these requcstes, I conclude.

MESSAGE FROM THE LOK SABHA

The Prevention of Illicit Traffic in Narcotic Drugs and Psychotropic-Substances (Amendment) Bill, 1996.

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha signed by the Secretary-General of the Lok Sabha:

> "In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Prevention of Illicit Traffic in Narcotic Drugs and Psychotropic Substances (Amendment) Bill, 1996, as passed by Lok Sabha at its sitting held on the 26th July, 1996.
>
> Sir, I lay a copy of the Bill on the Table.

THE BUDGET (RAILWAYS) 1996-97—CONTD.

SHRI K. RAHMAN KHAN (Kamataka): Mr. Vice-Chairman, Sir, thank you for giving me this opportunity to speak on the Railway Budget. Sir, the Railway Budget presented by the Railway Minister is a welcome budget. It is a realistic, promising and progressive budget. It is a continuation of the development process of the previous Government. I am grateful to the hon. Railway Minister for giving a zone to Karnataka. It was a long felt demand. The Minister has conceded to it and given a zone to Karnataka. I am happy that another long-pending demand of Karnataka for a railway line between Hubli and Karwar which is going to be a major port, has been accepted. The Railway Minister has sent a proposal to the Planning Commission in this regard. Another line has been given to Karnataka between Kadur and Sukleshpur via Chikmangalur. I welcome this jesture on the part of the Railway Minister.

The Railways is a major infrastructural sector. Unfortunately, during the past 50 years, very little attention has been paid towards building a massive infratructure to meet the needs of traffic and passengers. If we see the figures, in the last 50 years we have added only 8,000 kilometres of railway line. The Britishers had left with us 53,000 kilometres of railway line. In the last 50 years, we added hardly 150 to 160 kilometres of railway line every years. Sir, it is a sad story. I am not blaming any particular Government. In a developing country like ours, railways play a vital role. The more the number of railway lines, the more will it benefit the country in its development. In the beginning, some 50 years back, railways used to .carry 80 per cent of our traffic. Today, 40 to 50 per cent of it is diverted to roadways. What is the effect of this? Road transport is almost seven times costlier than rail

transport. Imagine the effect it is having on the economy as a whole. Today, we talk of inflation. But every day we pay seven times more for all goods that are transported. It is high time that the Railways started thinking of a massive plan for expanding its network. Another important thing is that we are short of oil. Just now my colleague was talking of how much oil we could save if we electrified our railway system. If we improve our infrastructure, we could save valuable foreign exchange. Another important thing is that the traffic which is diverted to the road, affects the people. In 1993, nearly 2,80,000 accidents occurred on the roads: About 60,000 people lost their lives. Our roads are unable to carry the increasing traffic. I am sorry to say that this years Budget also has failed to address itself to this problem. We are only bothered about short-term planning. There is no long-term planning as far as the Railways are concerned. As we do in the case of gauge conversion, so also we should take up the laying of new railway lines. We should have a ten-year crash programme for developing new railway lines. Todav. the country, in a liberalised atmosphere is
trying to build infrastructure in every sector. Without infrastructure, we cannot have development. This is a known fact and we should realise it. We are making all out efforts to develop infrastructure. If that is the case, why should the Railways lag behind? The Railways have a massive work force. The Railways get a lot of assistance. But they are very slow in developing infrastructure. We require Rs. 20,000 to Rs. 30,000 crores for laying new lines. This is what has been said. If properly planned, Rs. 20,000 or Rs. 30,000 crores is not big amount. But the Railway Budget has not thought in this direction. The Railway Ministry also has not thought in this direction. Another point is regarding wagons. Today, carrying of freight is a major thing. Freight which is carried by road is increasing. But we do not have good roads. Roads are unable to carry this traffic. Railways carry only 319 million Probaly, the Railways can carry about three times that freight if they make full utilisation. They will have to do it, the country has to do it. Now take up the Wagon Policy of the Railways. The Wagon Policy of the Railways is not a sound policy. There is no long-term wagon policy. In 1951, the Railways had 2,05,596 wagons. In 1980-81, they had 4,09,446 wagons. But in 1995-96, they have hardly, 2,91,000 wagons. Though the Railways say that if there is more turn-around, there will be more wagons, Yet when you compare the traffic which you have developed and the requirement of wagons increasing the wagon capacity with you has to improve. There should be a longterm wagon procurement policy. This House has debated on the question of wagon shortage in a number of occasions and a Select Committee was also constituted. It has submitted the Report. We do not know what has happened to the Report, whether the Railways have taken action on the Report. I request the hon. Railways Minister, While replying, to state what action he has proposed on the Report of the Railway Wagon Committee.

Mr. Vice-Chairman, Sir, talking about accidents, accidents are taking place and we are losing valuable lives. Now we rely on statistics. The Railway Minister has said that the rate of accidents has gone down. The rate of accidents might have gone down, the number of accidents might have gone down, but accident is an accident. One revealing factor in his Budget speech is that 95 per cent of the total accidents are due to human failure. When 95 per cent of the accidents are due to human failure, even then nothing has been mentioned in the Budget as to how the Railway Minister is going to tackle the human failure. By punishing a driver or by punishing a guard or by punishing a station master, you are not going to control the human failure. You have to punish the persons at the top.

You have to punish the DRM or the General Manager if there is any accident. Yor suspend a Gerneral Manager or a DRM or you remove him from his service and hold him responsible and then you see the alertness which will come and which will percolate to all the levels. Now you are punishing Only a driver of a station-master. This is not going to help. Then, regarding unmanned level-crossings, there are still about 20,000 unmanned level-crossings. This is another reason why accidents take place. This has been talked about for the last three to four years. We have debated on this issue. Till today, no solution has been found. The hon. Railways Minister, when he took over, assured that he would convert all unmanned level-crossings into manned level-crossings. Now I am sorry to say that in his Budget speech, he has only said that he would consult the State Governments and will find solutions. All that is not enough. Something has to be immediately done on the unmanned level-crossings.

Sir, coming to the land-use, another Member mentioned about land-use. The Railways Ministry announced three to four years back that it was going to raise massive resources for creating infrastructure on land-use. But nothing has happened so far. I request the Railways Minister to say, in his reply, as to what happened to the land-use which was announced four years back by the Railways. A lot of work has gone in on that. I would like to know why it has not been mentioned in the Budget.

Then, coming to customer services, in every Budget speech, the concerned Railway Minister says that they would improve the customer services. But nothing is happening....

SHRI K. RAHMAN KHAN: There are many promises made by the Railway

का बहुत लम्बा लिस्ट ह। बहुत सार दूसर सदस्य भा बोलेंगे।

Ministers. But many of them remained unfulfilled. Don't make empty promises. Whenever a promise is made, it should be followed up by a commitment to fulfil that promise. It is not fair to make a promise for a new railways line because there is a demand for it.

In this Budget, there is a mention of a new railway line from Chamarajnagar to Satyamangalam. May I inform the hon. Minister that a survey was already conducted some thirty years ago, during Pandit Nehru's time. Now, after more than 30 years, a re-survey was ordered. What happened to the earlier? survey report? Why was a re-survey not ordered earlier? After more than 30 years, you have ordered a re-survey. This type of false promises are not going to improve the record of the Railways. If you are really going to take up a particular new railway line, take it up with all seriousness. Today the line may not be economically viable. But tomorrow it will be viable as far as the country as a whole is concerned.

I would for a few seconds, deal with the production units. The accounting record of the Railway requires much to be desired because there is no real reflection of what is happening in the Railways. Take, for example, scrap. The Ministry says that it is getting every year thousand crores of rupees from the sale of scrap. But there is no; account as to the quantum of scrap they have, the quantum of scrap disposed of by them etc. They have not taken care to assess these things properly. These things are not reflected in their accounts.

Regarding production units, we don't know how they are working. Yes, they are submitting their annual reports and other reports. But the way they are functioning, the profits they are making, has not been properly reflected. There is, therefore, a need for the Railways to take a close look at this.

Lastly, as the hon. Minister knows, Mysore is a historical place in Karnataka. Work is going on the Mysore-Bangalore line. We have completed the electrification work up to Kangeri. Another 100 kilometres' line has to be electrified now. If this could be completed and the line is doubled, the pressure on Bangalore could be halted. People could use this double-line to travel from Mysore to Bangalore. I, therefore, request the Railway Minister to consider this request of the State of Karnataka, the people of Karnataka favourably and complete the pending works during the current year. We have already represented the matter to the hon. Prime Minister and we expect something more from the hon. Railway Minister.

Thank you, Mr. Vice-Chairman, Sir.

SHRI JOYANTA ROY (West Bengal): Mr. Vice-Chairman, Sir, the hon. Railway Minister has made us repeatedly happy through his Budget Speech by describing the glorious performance of the Indian Railways. Simultaneously, he has also announced some projects to be undertaken during the current year. I convey my gratitude to him because he is generous to the North-East region, a region which has been deprived of its due share for decades together causing serious damage to the socio-economic development of this neglected region. I, therefore, support the Railway Budget proposed by the hon. Railway Minister.

While supporting the Budget, I would like to caution the Railway Ministry that it should not forget its prime responsibility in the process of nation-building. In spite of the increasing economic burden, it has to shoulder its social responsibilities, social obligations.

In this connection, I congratulate the Railway Minister for ordering a survey for gauge conversion of Bankur-Damodar River Rly and for extending the railway line from Tarakeshwar to Arambag. If these two projects are implemented, millions of people of Burdwan, Bankura and Hooghly districts would be benefited.

In connection with this, I would like to say that Digha is a growing tourist spot and every year millions of people visit this place. A few years ago, the then Railway Minister, Shri Ghani Khan Chowdhury opened the railway building complex and the station at Digha. The railway line had also been laid between Howrah, Tamluk and Digha. The signals had been installed too. But to date, I do not know why this project has not yet been started. I request Shri Paswanji to kindly look into this project at his personal level so that the Digha-Tamluk line is opened as early as possible.

Hon. Vice-Chairman, Sir, I would like to raise another point. You know that the Sealdah-Lalgola Section of the Eastern Railway is a small section extending to 200 kms only. During the Second World War period, there was a bridge over the river Bhagirathi, connecting Murshidabad station of Sealdah-Lalgola Section with Ajimganj City Junction of Howrah Division. This bridge connected the Sealdah-Lalgola Section to the entire North-East including North Bengal. Moreover, as Murshidabad itself is a historic city because of being associated with its ruler Nawab Siraj-u-Daullah who was defeated by Lord Clive in the Battle of Plassey in 17S7, it attracts ten lakhs of tourists every year. The tourists have to come through Howrah or Sealdah. If this bridge could be constructed over the Bhagirathi connecting Murshidabad to Ajimganj City, the railway track will be reduced by at least 300 kms from Delhi to Murshidabad. So, in view of this, I would draw the attention of the hon. Railway Minister to this point specially and request for a rail-cum-tourism package for this city in consultation with the Tourism Minister.

Sir, another point that I would like to raise is about corruption. Nothing has been mentioned by the Railway Minister in his Budget speech about corruption.

Yes, some surprise checks have been conducted and thousands of tickless travellers have been arrested. They have been penalised too. But these surprise checks alone cannot prevent corruption which Is rampant in every sector of the Railways. I would also like to point out the corruption that is rampant in railway stores workshops and its oil depots. Sir, some mechanism should be evolved by which this can at least be checked. A strong vigil should be kept on such activities.

Sir, every passenger should be provided with the basic amenities and the basic services. That is the main objective of the railways because it has also got a social responsibility. The railways cannot go on doing anything that they may like on the plea of economic liberalisation. So, though it may put some extra burden on the railways, the railways must take care of the basic services, to be provided to the travelling public. Drinking water, electrification, over-bridges, fencing of railway stations are very essential and I believe the hon. Railway Minister will look into these.

Sir, I would also like to say something about the Circular Railway in Calcutta. Sir, some time ago, it was intimated by the Railways that they were not getting the required land from the port authorities for extension of this Railway, but that is not the fact. Through questions in this House, it has been revealed that the port authorities are ready to give the required land for extension of the Circular Railway.

Sir, I would like to propose two things for the consideration of the hon. Railway Minister. The first point is this. As you know, electrification has been extended from Howrah to Katwa and EMU coaches have been introduced there. I would request the Railway Minister that the EMU coaches which have already been introduced between Howrah and Katwa should be extended up to Azim-ganj junction. It will be of great utility for a large number of commuters there.

The second point is this. A super-fast train, like the Shatabdi Express, may be introduced from New Jalpaiguri to Howrah via Bakloop, i.e., Katwa-Khaghara Ghat-Azimganj-Dhulian. As you know, there are so many *bidi* manufacturing units in Dhulian city. It is giving ten crores of rupees on excise duty to the Central exchequer every year. I thank you very much, Mr. Vice-Chairman, Sir, for giving me some time to speak on the Railway Budget. I believe that the Railway Minister would consider these demands sympathetically. Thank you very much, Sir.

SHRI W. ANGOU SINGH (Manipur): Mr. Vice-Chairman, Sir, I thank you very much for giving me an opportunity to speak in this House for the first time, as I am a new-comer. Before I give my appreciations to the hon. Railway Minister, I would like to express my views on the debate on this Railway Budget. Various speakers have said a great deal about the condition of the Railway and have suggested some measures for its improvement. I would appreciate the Railway Minister for one thing of our State Manipur which belongs to the North-Eastern region and which was never mentioned in any Railway Budgets earlier is mentioned at least for namesake. But, I would also like to mention that there is no provision in the Budget for starting a railway line in our State. You will find a great difference between my speech and the speeches of my colleagues. I feel ashamed for that. Our North-Eastern States, like Manipur, Mizoram, Arunachal Pradesh, Meghalaya don't know anything about the Railways. Our people don't understand what the railway and railway lines are. Now, the Railway Minister has given a hope in this year's Budget that our State would be included in the Railway map of India. There are so many differences. So I feel

ashamed while participating in the discussion on the Railway Budget.

Sir, at the outset, I thank you for giving me an opportunity to participate in this discussion. I would like to express my deep sense of appreciation for the recent initiative taken by the hon. Railway Minister for laying emphasis on the undeveloped areas, particularly in the North-East Region. Sir, as we all know that while the North-East Railway and North-East Frontier Railway are not profitable, so far as the economic condition is concerned. But the Western Railway and the South-Eastern Railway are profitable. This time the Minister, Railways has given a special preference to the North-Eastern Region. I assume the initiative of our Railway Minister is to aim at increasing return as well as allowing easy access to the areas. Such steps will bring speedy development of the backward States of this region and will bring solution to the complex problems and strengthen national integration of the country. Sir, North-Eastern Region has been facing the problem of insurgency. Of late, this problem has become acute due to a slump in the developmental activities. It has also given encouragement to the secessionist elements from across the border. We are convinced that a durable solution to the problem is possible only through accelerated economic development, by providing employment opportunities to the educated youth and development of the living standard of people of the area. The hon. Minister in his speech has clearly stated, "If is an irony that in India there are some people who despite the presence of railways for 143 years have not even seen it." Sir, the said area is none other than the North-Eastern Region, especially Manipur, Meghalaya, Mizoram, Arunachal Pradesh and Sikkim. The people of Meghalaya will appreciate the hon. Minister for his commitment if the work on the railway line from Dudhnoi to Depa in Meghalaya is completed and opened next year. The people of lower Assam, Tripura, and Mizoram will be happy for the work on broad gauge conversion of Lumding-Silchar line. The people of Manipur will be happy if the same work on broad gauge line is extended up to Jiribom border of Manipur. Jiribom is a Sub-divisional headquarter in Manipur. It is only for namesake that railway is running there.

7.00 P.M.

Moreover, most people of Manipur are merely dependent on national highway No. 39 from Imphal to Dimapur. Sir, most of the people who want to go by rail must have to go to Dimapur. But now at the time of extension of the broad-gauge it has to be extended up to Silchar and not to Jiribam. The Minister should give special attention for taking up the work to extend the line up to Jiribam as it is part of Silchar railway. The updating of the survey done in the past for new lines from Harmati to Itanagar, the capital of Arunachal Pradesh and from Diphu to Karang as the first phase of railway linking to Imphal capital of Manipur will be welcomed by the people of the area but will not be appreciated as the survey works have already been completed by the previous Government but the work was not taken up. Now the confidence of the people of the area is waning as there is no specific provision for the same in the Budget. But I have full confidence in the hon. Minister for his prompt decision to accord priority to the railway network in he North-Eastern States. As for Manipur the Jiribam railway head in the State is not of much use to the State due to limited flow of goods traffic for Manipur through Jiribum-Imphal route. The State is connected to other parts of the country through the National Highway — NH 39 (Imphal-Dimapur) and the National 'Highway — 53 NH (Imphal-Jiribum). But the people of Manipur mainly depend upon the National Highway — NH 39 (Imphal-Dimapur) and it is frequently disturbed in the State of Nagaland due to

land slide and sometimes due to disturbance in the road. Hence, the long cherished demand of the people of Manipur for a railway line from Diphu to Imphal via Karong should not be dropped on the ground of its being unviable. This new railway line from Diphu to Imphal is all the more necessary after the agreement between the Government of the Republic of India and the Government of the Union of Myanmar, on border trade between the two countries. This line will further strengthen the development of relationship between the Indo-ASEAN countries. Lastly, I again request the hon. Minister that facility of extension of computerisation of reservation of passenger tickets which are to be provided to Agartala, Kohima and Gangtok not be extended to provide to Imphal also. At the time of computerisation Imphal was not included so, it should be extended to Imphal also. The tangible action for separate siding at Dimapur Railway Station for Manipur State which was agreed to in the Sectoral Meeting of the High Power Economic Development Review Committee at Aizawl on 12th and 13th April, 1994 be taken up and a special provision in the proposed Budget be allocated to start the work from Diphu to Imphal via Karong in the coming year.

With these words I again appreciate our hon. Railway Minister with the hope of fulfilling our dream and thank our Vice-Chairman for giving me the time in the interests of the public.

उपसभाध्यक्ष (श्री मोहम्मद सलीम): मंत्री जी देखिये नार्थ ईस्ट के लोगों ने इससे पहले कभी भाग ही नहीं लिया डिसकशन में। इस बार उनमें उत्साह पैदा हुआ है।

रेल मंत्री (श्री राम विलास पासवान): उपसभाध्यक्ष महोदय, अभी माननीय सदस्य ने कंप्यूटराइज्ड रिज़र्वेशन के संबंध में कहा है। रिज़र्वेशन में कंप्यूटराइज़ेशन नार्थ ईस्ट स्टेट्स के सभी हैडक्वार्टर्ज़ में हम जारी करेंगे और इसमें इम्फाल भी रहेगा। दूसरी चीज़, हमने इस बार निर्णय लिया है। हमारे यहां करीब 9-10 हज़ार सिपाहियों की आर०पी०एफ० में बहाली होने वाली है। मैंने कहा था कि आर०पी०एफ० की बहाली में हमें प्रत्येक स्टेट में जाएंगे। जैसे पहले एक जगह गोहाटी में, पटना में या दिल्ली में हुआ करता था अब हम लोगों ने उसको डिसेंट्रलाइज़ कर दिया है, इम्फाल में भी जाएंगे, अरुणाचल प्रदेश में भी जाएंगे, हर जगह पर जहां पर ट्राइबल कैंडीडेट हैं उनको ले कर नौकरी देने का काम करेंगे। बिहार में भी रांची का जो इलाका है, वहां भी हम लोग भेजने का काम कर रहे हैं। दूसरा, सरकार की मंशा जो है वह यह है कि हम सिर्फ सर्वे नहीं करेंगे। एक कहावत है "Where there is a will, there is railway; where there is not will; there is survey".

हमारा सिर्फ सर्वे करने का मतलब नहीं है, हम सर्वे करके इसको काम के रूप में परिणत करना चाहते हैं। आवश्यकता हुई तो यदि हम को पहाड़ों में इसके लिए कोई दिक्कत होगी तो हम सेटेलाइट सर्वे की व्यवस्था भी कर रहे हैं। हम जितनी जल्दी हो इस काम को करना चाहते हैं। हम चाहते हैं कि न सिर्फ सर्वे हो बल्कि आपने उस दिन देखा कि प्रधानमंत्री जी ने नेशनल प्रोजेक्ट के रूप में उधमपुर से ले कर बारामूला तक कार्यक्रम को लिया। उसी तरीके से मध्य प्रदेश का जो बैकवर्ड इलाका है या राजस्थान का बैकवर्ड इलाका है, हम चाहते हैं कि पूरे देश में जो बैकवर्ड इलाके हैं, जो अब तक नेग्लेक्टेड रहे हैं, उनको देश के मेनस्ट्रीम में जोड़ा जाए। माननीय सदस्यों ने जो आधार व्यक्त किया है, मैं आपको धन्यवाद देता हूं और महोदय, जो आपने चिंता व्यक्त की है, हम आपसे ज्यादा चिंतित हैं। यह मैं आपको आश्वासन देना चाहता हूं।

श्री भूपेन्द्र सिंह मान (नाम निर्देशित): धन्यवाद उपसभाध्यक्ष जी। मैं बजट का स्वागत करने के लिए खड़ा हुआ हूं। मैं इस बात को ध्यान में रखते हुए कि इतनी लम्बी रेल लाइनें हैं, इस बात को ध्यान में रखते हुए कि इतनी ज्यादा गिनती में कर्मचारी हैं, इस बात को ध्यान में रखते हुए कि रिसोर्सेज़ की बहुत ज्यादा कमी है और इस बात को ध्यान में रखते हुए कि इनफ्रास्ट्रक्चर भी नहीं है, कुछ बातें कहना चाहता हूं। बातें बहुत छोटी-छोटी हैं जिनको ध्यान में रखा जाए तो न तो ज्यादा खर्च की बात है लेकिन रेल को इमेज में सुधार हो सकता है। जैसे एक छोटी सी बात है। मंत्री जी, दिल्ली के रेलवे स्टेशन पर मोटे-मोटे चूहे बहुत हैं। कोई भी जब वहां रेलवे स्टेशन पर खड़ा होता है, ट्रेन [illegible]

आधा-पोना घंटा देर होती है तो वहां खड़ा होना ही पड़ता है, वहां पर इतना भयानक सीन होता है, इतने मोटे-मोटे चूहे एक के पीछे दूसरा, दूसरे के पीछे तीसरा, इधर से उधर, भागते हुए नज़र आते हैं। इसमें आपका कोई खर्च नहीं होगा लेकिन सिर्फ मेनेजमेंट की बात है। यह प्लेग फैलाने का जो सोर्स है, यह कम से कम रेलवे से तो शुरू नहीं होना चाहिए। यह दिल्ली, हार्ट आफ दी कंट्री है और वह भी पुरानी दिल्ली का रेलवे स्टेशन, जो हमारी सब से आवागमनीय जगह है, दिल्ली दिल है हिन्दुस्तान का, उस जगह पर इतने मोटे-मोटे चूहे, इतनी ज्यादा गिनती में हैं कि अगर रेलवे ट्रेक और रेलवे प्लेटफार्म को छोड़ कर वहां की कैंटीन में मैं आपको ले जाऊं जहां से रेल के यात्रियों के लिए खाना आता है वहां पर जा कर आप देखेंगे कि आटे में क्या हो रहा है, जहां चावल पड़े हैं वहां क्या हो रहा है, जो चीज़े बनी हुई हैं वहां क्या हो रहा है या बर्तनों में क्या हो रहा है। मैं सिर्फ सुधार के लिए आपसे कह रहा हूं **(व्यवधान)**

श्री राम विलास पासवान: कौन से चूहे की बात कर रहे हैं दो पांव वाले या चार पांव वाले की बात कर रहे हैं? **(व्यवधान)**

श्री भूपेन्द्र सिंह मान: पाउंड की बात छोड़िये **(व्यवधान)** इतने मोटे हैं **(व्यवधान)**

श्री राम विलास पासवान: मैं पाउंड की बात नहीं कर रहा हूं मैं पांव की बात कह रहा हूं **(व्यवधान)**

श्री भूपेन्द्र सिंह मान: मैं बिलकुल सही बात कह रहा हूं, चूहे-चूहे ही हैं। और कुछ नहीं है, और वह चूहा है जो प्लेग फैलाता है। प्लेग फैलाने वाले चूहे की बात कर रहा हूं और इतनी बड़ी संख्या में हैं कि वह चिंता का विषय होना चाहिए।

एक माननीय सदस्य: हर चूहा प्लेग नहीं फैलाता है।

श्री भूपेन्द्र सिंह मान: लेकिन चूहा ही प्लेग फैलाता है यह आम तौर पर माना गया है और दिल्ली में चूहे हैं, यह प्लेग फैलने की जो खतरनाक, भयंकर अवस्था हो सकती है उस पर हमें चिंता होनी चाहिए। ठीक है—

> "दिल दे तो इस मिजाज का परवरदिगार दे,
> जो हर रंज की घड़ी भी खुशी से गुजार दे"।

तो इस भयंकर स्थिति को भी हमेशा हम बदलने की कोशिश तो करते हैं लेकिन रेलवे स्टेशन पर जाकर जो बुरा हाल होता है उसका ध्यान मैं चाहूंगा कि हमें करना चाहिए।

इसके साथ, मैं 2, 4 और बहुत ही छोटे-छोटे सुझाव देना चाहूंगा। अनाज की प्रायोरिटी फिक्स की हुई है। इसमें कोई शक नहीं है। जहां अनाज नहीं है वहां अनाज ले जाने के लिए रेलवे ने प्रायोरिटी फिक्स की हुई है। लेकिन उस प्रायोरिटी को भी देखने में आया है, बात सुनने को आई है, डाक्यूमेंट्री इविडेंस तो मैं कोई नहीं दे सकता हूं लेकिन सरकारी कर्मचारी सरकारी तौर पर जब फूड ग्रेन लोड करते हैं तो वे कहते हैं कि हम क्या करें हमारे स्टेशन से तो लोड होता नहीं। उसके लिए भी उन्हें कुछ न कुछ देना पड़ता है।

एक माननीय सदस्य: दो पांव के चूहे।

श्री भूपेन्द्र सिंह मान: वह दो पांव के चूहों की बात आती है। कुछ न कुछ देना पड़ता है। इस स्थिति को भी ध्यान में रखना बहुत जरूरी है कि जब रिश्वत की प्रवृति होती है तो उसमें स्लैकनेस आ जाती है। भले ही हमने फूड ग्रेन्स को जहां कम अनाज है वहां ले जाने की प्रायोरिटी फिक्स की है। फिर भी इस वजह से कि आज मिलेगा कुछ, आज नहीं मिलेगा तो कल मिलेगा, कल नहीं मिला तो परसों मिलेगा, जब मिलेगा तो यह रेक लगाया जाएगा और चलाया जाएगा, इस स्थिति में प्रायोरिटी होते हुए भी मानसिक प्रायोरिटी जब नहीं है तो नुकसान हो जाता है। इस बात को ध्यान में रखना रेलवे के भी हित में है, देश के भी हित में है और जहां अनाज पैदा होता है वहां से लाकर जहां नहीं पैदा होता है वहां तक सभी लोगों के हित में है। इस बात को भी सिर्फ ध्यान में रखने की जरूरत है।

कुछ एरियाज है जहां सब्जियां और फल इस तरह के पैदा होते हैं, वाइस चेयरमैन साहब जिनको ठंडे में रखकर लाना बहुत जरूरी है नहीं तो वे खराब हो जाते हैं। इस वक्त उनको लाने के लिए ट्रक्स इस्तेमाल किए जा रहे हैं जैसे महाराष्ट्र से अंगूर, इधर हिमाचल से सेब, पंजाब से नाशपाती है। ऐसी कई और सब्जियां और फल हैं जिनको काफी तेजी से लाना चाहिए कंज्यूमर तक। उसके लिए रेलवे अगर कुछ ठंडे वैगन्स, तेजी से चलने वाले मुहैया कर सके तो आ रहे समय के अनुकूल होगा जिसकी हमें बहुत जरूरत है।

इसके साथ ही यह भी ठीक है कि हमने कोयले के लिए थर्मल प्लांट्स को कोयला तेजी से पहुंचे, इसके लिए भी प्रायोरिटी फिक्स की हुई है। लेकिन वह भी इतना कम पहुंच रहा है — वैगन्स की कमी हो सकती है, इंजनों की कमी हो सकती है और भी कुछ हो सकता है..**(समय की घंटी)** लेकिन इसमें इफीशियंसी लाना

बहुत जरूरी है ताकि कोयला कम से कम थर्मल प्लांटस् तक समय से पहुंचे, नहीं तो जैसे पंजाब में थर्मल प्लांट्स बंद हो रहे हैं, इससे एक बहुत बड़ी क्राइसिस खड़ी हो सकती है। इसलिए रेलवे की यह बहुत बड़ी जिम्मेदारी है। मेरा विश्वास है कि रेलवे इसको ठीक करने में और आगे आएगी।

बाकी कुछ बातें आपका इशारा समझते हुए कट करते हुए केवल 1-2 छोटे-छोटे लफ्ज़ों में ब्रीफ में सुझाव देता हूं। एक तो यह है कि कुछ ट्रेन्स पंजाब में बंद की थीं। मैंने मंत्री जी से वैसे सवाल में भी कहा था लेकिन बजट में सुझाव देते हुए फिर कहता हूं कि पंजाब का बार्डर एरिया है, रेल बनी हुई है।

ट्रेंस चलती हैं वहां से, चण्डीगढ़ पंजाब का कैपिटल है, वहां से ट्रेंस आती हैं, लेकिन यह नहीं कि पठानकोट से ट्रेन चले और वह चण्डीगढ़ पहुंच जाए। पठानकोट से ट्रेन चलती है, अमृतसर आकर खत्म। अमृतसर से कुछ और ट्रेन चलीं, वे दिल्ली तक गई। अंबाला आकर कोई उतरा और वहां से ट्रेन पकड़ी तो फिर वह चण्डीगढ़ या आगे गया। बात बहुत सिंपल है। इसमें कुछ खर्चा नहीं आएगा, सिर्फ यह है कि उसके लिए, एक ही ट्रेन वहां से जो चलती थी, पहले चल रही थी, उसको शुरू कर दीजिए। उसमें शायद रेलवे का, यह किसी वक्त ख्याल आया है कि वह वाएबल नहीं थी। बहुत देर पहले की बात है जब वाएबल नहीं थी। आज तो ट्रेन में इतना रश है कि लोगों को खड़े होने की जगह नहीं मिलती और हंसी मज़ाक से जब ट्रेन में चलते हैं खास तौर से अन-रिज़र्व्ड डिब्बे में तो वहां लोग हंसी में कहते हैं, अरे, तू ने भर के सांस क्यों लिया? मैं तो मर गया। इतना टाइट लोग पैक होते हैं। इसलिए इसमें वाएबिलिटी का कोई सवाल नहीं है सिर्फ शुरू करने का है। कृपया अगर वह शुरू कर दें तो... (व्यवधान)

श्री राम विलास पासवान: पहले कौन सी ट्रेन चल रही थी?

श्री भूपेन्द्र सिंह मान: पहले ट्रेन चल रही थी। पठानकोट से चलती थी वाया अमृतसर होकर अंबाला कैंट होकर वह चण्डीगढ़ जाकर कालका जाती थी। वह ट्रेन रोक दी गई है, कैंसल कर दी गई है। ....(व्यवधान)

श्री राम विलास पासवान: कब रोक दी गई है?

श्री भूपेन्द्र सिंह मान: यही पंजाब में जब बहुत दुखांत का समय आया। इन दिनों में बंद की हुई है। कृपया आप शुरू कर देंगे तो वह जो बार्डर बैल्ट है, गुरदासपुर और अमृतसर की वह चण्डीगढ़ से, अपनी कैपिटल से कनैक्ट हो जाएगी। ऐसे ही अन्य ट्रेंस जो कैंसल की हैं वे भी शुरू करनी चाहिए। साथ ही फ्रीक्वेंसी आफ् ट्रेंस अगर आप बढ़ा सकें तो इसकी बहुत जरूरत है। बहुत देर के बाद कोई ट्रेन चलती है उसी रैक पर, उसी ट्रैक पर अगर बड़े रैक की बजाय रैक ही छोटे कर दो, यदि वैगन्स कम हैं तो शायद, अगर पॉसिबल हो तो किया जा सके, लेकिन फ्रीक्वेंसी आफ् ट्रेंस बढ़ाने की बहुत जरूरत है।

इसके साथ ही मैं बाकी चीज़ों को छोड़ता हुआ एक जरूर कहना चाहूंगा कि एक्सीडेंट्स जो अन-मैन्ड रेलवे क्रासिंग्ज़ पर होते हैं, उनका बहुत ज्यादा मंत्री जी ने अपने भाषण में कहा है कि खुद उनको भी चिंता है, देश को भी चिंता है, बहुत कीमती जाने जाती हैं। इसलिए उनको और ध्यान से ठीक करना चाहिए और अन-मैन्ड रेलवे क्रॉसिंग्ज़ पर जो इतनी कीमती जाने जाती हैं वे नहीं जानी चाहिए। इसके साथ मैं आपके माध्यम से मंत्री जी से कहना चाहूंगा कि प्लेटफार्म्स पर नारकोटिक्स की सेल होती है। लीगली नहीं है, लेकिन सिगरेट-बीड़ी बेचने वाले छोटे-छोटे हाथ में खोखा उठाए हुए, कभी यहां रख दिया, कभी वहां रख दिया। जब कोई चैक करने आएगा तो वह उठाकर कहीं रख लेंगे और लोगों की भीड़ में गुम हो जायेंगे। जब चैकिंग चला जाएगा तो वह अपना फिर वही उठायेंगे और रख लेंगे और पान, बीड़ी, सिगरेट बेचते-बेचते नारकोटिक्स बेचने का इतना बड़ा धंधा है, खास तौर पर दिल्ली, पुरानी दिल्ली के रेलवे स्टेशन पर, आज भी इस वक्त हम यहां यह बात कर रहे हैं, वहां जाकर अगर कोई बात करे तो बहुत बड़ी संख्या में इसको पकड़ा जा सकता है। यह देश के हित में बहुत जरूरी है कि एक तरफ तो हम यह चाह रहे हैं कि लोगों की सेहत के लिए नारकोटिक्स की बुराई से लोगों को बचाया जाए, तो रेलवे की ज्यूरिसडिक्शन में तो कम से कम यह नहीं होना चाहिए। किसी और जगह में अगर हो तो उसके लिए सरकार को स्ट्रिंजेंट, सख्त एक्शन लेना चाहिए।

इन्हीं शब्दों के साथ, मैं आपको धन्यवाद देते हुए फिर चूहों पर खत्म करना चाहता हूं कि चूहे इस तरह के वहां कम से कम बिल्कुल खत्म कर देने चाहिए। इन्हीं शब्दों के साथ धन्यवाद।

SHRI HIPHEI (Mizoram): Mr. Vice Chairman, thank you very much for calling me to speak. Mr Vice Chairman, I very much feel privileged to speak in the

presence of the hon. Railway Minister, who is very much sympathetic towards the North-Eastern States. I am thankful to him fop mentioning the name of my State, Mizoram, in his Budget speech at page 18 that "the work of gauge conversion of Lumding to Silchar, which was long-standing demand of the people of lower Assam, Mizoram and Tripura, has been included in the Budget." Sir, Silchar is 200 kilometres away from the capital of Mizoram. Anyhow, since the name of my State has been mentioned, I am very happy.

Sir, I have heard hon. Members from different States of India speaking for their own States. Their demand was for improvement of rail lines, for better service on Rajdhani, for the service of tourist trains and so on and so forth. But, I would like to inform this august House, particularly the hon. Minister of Railways that since the Railway was started by the British in 1853, 143 years have passed, but 99 per cent of the people of my State, Mizoram, have never seen a train, have never heard the sound of a moving train, have never seen a coach. So, I would like to draw the attention of the House and of the Members towards this and would request that we must give some priority to the state capitals, where we do not have a railway line. According to the speech of the hon. Minister, nine Zonal Railways and 59 Divisions are in existence in the country. Now, during the last 50 years, we could somehow complete about 7,963 route kilometres. If we mathematically calculate, that means during the last 50 years each Division could construct two and a half kilometres in a year. If we had made each Division construct at least ten kilometres a year, by now all the capitals of the States and Union Territories could have been linked by the railway line.

Today, my State, Mizoram, is somehow connected with a rail line. In 1991, this rail line was constructed from Lala Bazar to Bhairabi. Nagaland, Mizoram and Arunadtel Pradesh are all land-locked States. Railway communication is an essential pre-requisite for the development of these States. Sir, own survey was done from Lala Bazar to Bhairabi. According to the original report, the rail line could extend to Sairang, which is 91 kilometres away from Bhairabi. Today we have one-and-a-half kilometres rail line within Mizoram. Sir, I would like to know how much money has been spent on this one-and-a-half kilometres line. During the last 50 years crores and crores of rupees have been spent on railway lines. But not a single paisa had been spent for the hilly States like Arunachal Pradesh and Mizoram. Of course, Di-mapur in Nagaland is linked with a railway line. Meghalaya is also not yet connected with a railway line. If we have to run the Railways only for commercial purposes, then, it may not be profitable to link with a railway line those States which are thinly populated. There may not be much profit. It must be a losing business. But we have to be very clear about the policy, whether we have to run the Railways on commercial basis. But according to the speech of the hon. Railway Minister they are not run on commercial basis. Now, Railways are for the development of backward areas, for national integration, social integration and secularism. *(Time-bell)* I have some ■points. You have to excuse me.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Please come to the points.

SHRI HIPHEI: I am coming to the point. That means Railways are important for the development of the area, for national integration. If that is the policy of the Government, why don't they connect all the capitals of the States, particularly, in the North-Eastern India.

Sir, today in Mizoram there is a railway line of 11/2 Kms. It is very poor and poorly maintained. There is no retiring room. There are many weak bridges. It has got only one way traffic. If one train goes, another train cannot go, until and

unless it comes back. So there is a need to improve this railway line. You may kindly extend it up to Sairang from Bhairabi. Now, it stops at Bhairabi only. The distance between Bhairabi and Sairang is 91 Kms. So, I would request the Railway Minister that Sairang should also be connected with a railway line.

Sir, today we are going to spend more than Rs. 23,000 crores., Out of this, how much is going to be spent for Mizoram, Arunachal Pradesh and Meghalaya? Of course, for Meghalaya we have to spend some amount. But for Mizoram and Arunachal Pradesh, there is nothing. There is no justice. Railways is a purely Central subject, Union subject. The State Government has nothing to do with that. It has no power. Now, let us see the Defence Ministry. It is a purely Union subject. Communication is also a purely Union subject. It covers the whole of India. But this Railway Budget never covered the whole country.

Sir, I used to tell my people that Mizoram being a hilly State, it would be difficult to connect it with a railway line. But many people have seen Srinagar, many people have seen Simla. Now they say that when the Britishers could connect those hilly capitals with a railway line, why couldn't the Government of India do it in the other hill state capitals in the last fifty years? My people really do not understand this.

So, today I strongly urge and appeal to the hon. Railway Minister who is very much sympathetic to the North-East States, to connect Sairang Sir, his tenure is very short. He is a new Minister in the Ministry of Railways.

But I hope he is going to run the Ministry in the coming years. So I would request him that Sairang may be connected. Before that, the weak bridges should be made strong and the retaining walls should also be made properly to prevent landslides. The approach road to the railway station is also in a very bad shape. That may also kindly be improved.

With these words, I support and welcome the Railway Budget. Thank you.

SHRI PARAG CHALIHA (Assam;: Thank you, Sir.

I come from the land of seven sisters, a region where two States, Mizoram and Manipur, do not, still, have an inch of railway. Three other States have only a very insignificant part of their boundaries touched by the railways. And, in Assam which happens to be the main linkage in that region, more than 60 per cent of the area remain untouched. To make matters worse, almost 70 per cent of the district headquarters, even in Assam, still remain untouched by the railway main line.

Sir, even so, I cannot but commend the Railway Minister for at least taking some measures to show that the new Government of India is not only not averse to mitigate the age-old and continuing sufferings of the disconslate and desolate and therefore, many a time, revolting people of Assam—nay the North-East, express their strong feelings to attract Govt. attention towards taking some concrete steps towards fulfilling a few long-standing demands of the people of this deprived, denied and economically backward region which, however, is very rich in natural resources but remaining unexplored, unexploited, with the resultant consequences.

Railway communication constitutes a vital requisite for processing economic growth and it is not widely known that the single railway heartline of Assam is still to be fully converted into Broad Gauge and even in the present Budget proposals, nothing concrete has been done to cover a good part of the North-East although some ineasures to lengthen the newly converted Broad Gauge are included therein. A new bridge over the mighty Brahmaputra at Borbill is also being provided in the Budget. I must convey the sincerest thanks and hearty

appreciation of the deprived people of my State to the energetic Minister as also to the United Front Government. I have heard myself some saying, in different quarters in Assam, that if Assam is able to get any part in the Central Government, the man selected to cover the post should be the Railway Minister. But seeing the present Railway Minister in the United Front Government, I feel that we may have to completely delete that miscomprehension.

Sir, a vew few know that when the railway lines were first set in Assam by the British masters of yore, the primary objective was to serve their own business, trade and commerce, mainly tea-gardens, oil refineries and some coal mines; certainly not the welfare of the people. Not a single district headquarter except Guwahati and Dibrugarh was directly connected with the main line at the beginning during the British regime. Even after SO years of independence, most of the district headquarters in the Northern, Central and Western Assam remained cut-off from the main line, touched only by some small and metre-gauge lines. I take this opportunity, therefore, to urge upon our dependable Railway Minister, Paswanji, to take early effective steps so as to provide broad-gauge lines linking Guwahati to Dib-rugarh and the other district headquarters like Nagaon, Golaghat, Jorhat and Sib-sagar. This has been a very long-standing demand of that area.

Sir, I have some suggestions to offer. The increase of five per cent in second class sleeper charges, to my mind, seems unjustifiable as these charges were steeply enhanced by the previous Minister of Railways from the rates of 10, 15 and 20, depending on the number of nights spent in journey, to 25 per cent of the ordinary second class. Now-that he has decided not to increase the fares of second class in mail and ordinary trains, at least there appears to be no justification in further increasing the sleeper charges which, if done, would amount to raising the sleeper class fares, which normally relate only to the common man, to as high as 32 per cent.

The second suggestions is this. The increase of ten per cent in freight charges would adversely affect the common man and, therefore, may be withdrawn. Then, Sir, the delayed running of trains in the North-Eastern region is so horrible that while I was coming to take my oath here in July, 1995, some of my friends there made a survey and gave me a report that in July, 1995 the average delay of the only one linkage with Delhi, that is the North Eastern Express, was 711/2 hours, and in my own case, as the journey should cover normally not more than 38 hours, in July it was delayed by 27 hours. I hope that our very energetic Railway Minister will take some concrete steps to do away with the hazards caused by the delayed running of trains.... *(interruptions)*... I won't take much time.

Another point for his consideration is that the reservation charges on all classes of travel, I feel, be withdrawn, as it is unreasonable, if not irrational, to levy such charges as booking in advance is done mainly through computer.

Another suggestion I would like to make is about unauthorised hawkers and vendors who sell wares in most unhygienic condittions in trains in connivance with the railway staff, which is more common in our side, particularly in the North-Eastern Express from Siliguri onwards. The compartment attendants should be held responsible to check such unauthorised vendors who sell wares in most unhygienic conditions at exorbitant prices. Even the regular vendors are charging heavily for tea, coffee, etc., in the com-parments. The prices should be marked and steps should be When to ensure that no overcharging is .resorted to by the regular vendors *and* others.

1 take this opportunity to thank my colleagues here who appear to be very sympathetic, as has been made known in their speeches, towards the North-East-

ern region. I am particularly happy to welcome this Budget and I express my very sincere thanks to the energetic and dependable Railway Minister who, I am sure, will do much more to alleviate our sufferings.

डा० रणवीर सिंह (उत्तर प्रदेश): थैंक यू वैरी मच सर, मैं आपके माध्यम से रेलवे मिनिस्टर साहब के नोटिस में रेलवे बजट के बारे में कुछ सुझाव पेश करना चाहता हूं। मेरा सबसे पहला सुझाव डिप्रिशिएशन रिजर्व फंड के बारे में है। 1995-96 में यह एमाउंट 2060 करोड़ रुपए था। अब यह सिर्फ 2000 करोड़ रुपए रखा गया है। प्रेस्क्राईब्ड नॉर्म्स के हिसाब से यह करीब 3500 करोड़ रुपया होना चाहिए। अगर पुराने एसेट्स को हम लोग नहीं बदलेंगे तो एफिसिएंसी भी सफर करेगी, पंक्चुयलिटी भी सफर करेगी और रिस्क भी रहेगा और इससे सेफ्टी भी अफेक्ट होगी। दूसरा सुझाव आपरेटिंग रेशो के बारे में है। 1995-96 में यह रेशो 84.6 थी। अब यह बढ़कर 87.8 हो गई। इस रेशो का मतलब यह है कि 84.6 रुपए खर्च करके हम लोग रेल से 100 रुपया कमाते थे। अब 87.8 रुपए खर्च करके 100 रुपया कमाएंगे। यह इस तरह से अनप्रोडक्टिव हो गया है। यह तो इस एग्जिस्टिंग सिस्टम में कुछ एफिसिएंसी की कमी है या इसमें कोई फिजूलखर्ची नजर आती है। इसको देखने की जरूरत है।

आबादी बढ़ने से और जी०डी०पी० बढ़ने से ट्रैफिक जरूर बढ़ेगा। लेकिन हमारा जो रौलिंग स्टाक है जैसे इंजन और डिब्बे हैं उनके लिए फरवरी में वोट ऑन एकाउंट में 2030 करोड़ रुपए रखे थे, जिसको अब घटाकर 1670 करोड़ रुपए कर दिया गया है। ब्रिज वर्क के लिए 104 करोड़ रुपए से घटाकर 84 करोड़ रुपया कर दिया गया है और सिगनलिंग और टेलीकॉम में यह रकम 280 करोड़ रुपए से घटाकर 256 करोड़ रुपए कर दी गई है। मैं समझता हूं कि यह रिडक्शन उचित नहीं है। पैसा जुटाने के लिए इस वर्ष बजट में यह कहा गया है कि 1850 करोड़ रुपए इंडियन रेलवे फाइनेंस कारपोरेशन के माध्यम से, 900 करोड़ रुपए बोल्ट स्कीम से और ओन योर वैगन स्कीम से जुटाए जाएंगे। लेकिन पिछला तजुर्बा यह रहा है कि 20-30 परसेंट से ज्यादा यह पैसा नहीं आ पाता है। लिहाजा इसको अभी से जुटाने की कोशिश करनी चाहिए। वरना यह फिर उसी तरह से रहेगा।

अब मैं सेफ्टी के बारे में कहना चाहता हूं। इसके ऊपर कोई खास चीज बजट में नहीं दिखाई गई है। ट्रेक सर्किटिंग जो सेफ्टी का एक बहुत जरूरी आईटम है, जैसा फिरोजाबाद में पिछले साल एक्सिडेंट हुआ, जिसमें बहुत से लोग मरे और उनको इतना कम्पेंसेशन दिया गया कि शायद ज्यादातर स्टेशन के ऊपर हमारा ट्रेक सर्किटिंग हो सकता था। परन्तु इस पर 1960 से चर्चा चल रही है लेकिन अभी भी इसकी तरफ पूरा ध्यान नहीं दिया गया है। और दूसरी चीजें हैं, जैसे ऑटोमेटिक वार्निंग सिस्टम है, ट्रेन रेडियो है, लेवल क्रौसिंग वार्निंग सिस्टम है, जिनके ऊपर भी उचित ख्याल इसमें नजर नहीं आता।

एक अहम चीज ड्यूटी ऑवर्स हैं जो सेफ्टी से रिलेटेड हैं। जैसे ड्राइवर्स हैं, स्टेशन मास्टर्स हैं, इनके ड्यूटी ऑवर्स के बारे में भी ध्यान रखने की जरूरत है। ऐसा भी नोटिस में आया है कि कभी-कभी रेलवे ड्राइवर को 18-18 घंटे रेल चलानी पड़ी है, ऐसे में सेफ्टी ऐनश्योर नहीं की जा सकती है। रेलवे मिनिस्टर साहब ने वीडियो सिस्टम और मल्टी चैनल म्यूजिक सिस्टम का ज़िक्र किया है रेलों में इंट्रोड्यूस करने के लिए। वैसे तो यह बहुत बड़ी लक्ज़री है। मैं समझता हूं कि ऐडवान्स्ड कंट्रीज़ में भी यह सुविधा रेलों में उपलब्ध नहीं है और हमारे यहां तो डोमेस्टिक ऐयरलाइन्स वगैरह में भी यह सुविधा उपलब्ध नहीं है लेकिन हम नहीं समझते कि इस मुल्क में जहां हर चीज़ का अभाव है, इस तरह की लक्ज़री बहुत उचित होगी।

एक मेरा सुझाव यह है कि रेलवेज़ रोडवेज़ और वाटरवेज़ न की कोऑर्डिनेटेड ऐप्रोच होनी चाहिए। इनको हमें आइसोलेशन में लेकर नहीं चलना चाहिए। इनमें कोपऑर्डिनेशन होना चाहिए ताकि मैक्सिमम सुविधा दी जा सके और ये चलते रहें।

पिलफ्रेज के बारे में बहुत से फॉर्ल्स क्लेम्स रेलवेज़ को देने पड़ते हैं, इसकी ओर भी ध्यान देने की ज़रूरत है।

टंडन कमेटी का सुझाव था कि इंडियन रेलवे टेलीकॉम कारपोरेशन बनना चाहिए। रेलवे के पास टेलीकॉम का बहुत बड़ा नेटवर्क है। मैं समझता हूं जैसा टेलीकॉम डिपार्टमेंट के पास है, रेलवे के पास भी करीब-करीब उतना ही ऐक्सटेंसिव नेटवर्क है जो सारे हिंदुस्तान को जोड़ हुए है। इसको यदि हम कॉमर्शियली वॉयेबल बनाएं और यह कारपोरेशन हम बनाएं तो यह आमदनी का एक साधन बन सकता है और रेलवेज़ जो ऐडिशनल आमदनी हो सकती है। प्राइवेट कंपनीज़ को टेलीकॉम फील्ड में आना चाहती हैं, वे ऑलरेडी रेलवेज़ को इसके लिए एप्रोच कर रही हैं।

महोदय, हम लोग 21वीं सेंचुरी में जाने वाले हैं और जो मॉडर्न टेक्नाकलॉजी है, उसका इस्तेमाल हम लोग उतना ज्यादा नहीं कर पा रहे हैं। मैं यह समझता हूं कि ऐसी टेक्नालॉजी को इम्प्लॉय करके थोड़ा आउटपुट हम बढ़ा सकते हैं और सिंगल लाइनों की ऐफिशिएंसी बढ़ा सकते हैं। डबल लाइनों का खर्च भी बचा सकते हैं।

कुछ गेज कनवर्शन की बात है। जैसे एक लाईन का मैं ज़िक्र करूंगा — लमडिंग बदरपुर जो कि असम में है। इसको मीटरगेज से ब्रॉड गेज में कनवर्ट करने की बात है। इसके रास्ते में बहुत से टनल्स हैं और मैं समझता हूं कि इसमें बहुत खर्चा आएगा। सलीम साहब ने अपने भाषण में फरमाया था कि अगर बाकी सब चीज़ें ध्यान में रखी जाएं तो मीटरगेज में भी ऐफिशिएंसी बढ़ाई जा सकती है। चार-पांच साल पहले ऐमगुरी और तुली के बीच में एक लाईन बिछाई गई थी लेकिन आज तक उस पर एक भी ट्रेन नहीं चली है। हाज़ीपुर ज़ोन के बारे में मेरा कहना यह है कि इसमें करीब 250 करोड़ का खर्च आएगा। हम लोगों को केवल पोलिटिकल कंसिडरेशन से ही काम नहीं करना चाहिए, इन सब चीज़ों को भी ध्यान में रखना चाहिए।

मेरे दो-तीन सुझाव और हैं। एक तो यह है कि हमें खर्चे को रेशनलाइज़ करना चाहिए और प्राइऑरिटीज़ डिफाईन करनी चाहिए। दूसरे, जो लेटेस्ट टेक्नालॉजी है सेफ्टी के लिए उसका इस्तेमाल करके सेफ्टी ऐनश्योर करनी चाहिए क्योंकि बहुत ऐक्सीडेंट्स होते हैं। तीसरे, जो रेलवे टेलीकॉम नेटवर्क है, इसका कॉमर्शियल ऐक्सप्लॉयटेशन करना चाहिए और लाईन कैपेसिटी बढ़ाने के लिए मॉडर्न टेक्नालॉजी इस्तेमाल करनी चाहिए। यही मेरे सुझाव हैं, बहुत-बहुत धन्यवाद।

THE VICE-CHAIRMAN (SHR1 MD. SALIM): The House is adjourned till 11 a.m. on Tuesday.

The House then adjourned at forty-nine minutes past seven of the clock till eleven of the clock on Tuesday, the 30th July, 1996.